

2

OCI NO.

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25X1A

- 2 -

Manatee

6. Anchorage: We anchored in 13 fathoms of water .8 of a mile from the beach.
  7. Landmarks: There were no conspicuous landmarks except for a round sandy hill which is visible east of the anchorage. As an aid to our approach we used the refrigerated barges and fishing boats, riding at anchor, which showed up very clearly on the radar scope.
  8. Barges: One three-hundred-ton refrigerated barge "MOQUAQUA", equipped with only one discharge port. Consequently only one gang of stevedores can be employed for discharge. This is an old US Army barge of the type used in the South Pacific during World War II. One one-hundred-ton refrigerated ex-LCI "AYACUCHO", with excellent refrigeration system; one small 70-ton refrigerated vessel "NUEVO PANAMA"; one small refrigerated vessel "JOHN MORILL". Only one gang of stevedores can be satisfactorily employed discharging from the above-named vessels.
  9. Longshoremen: Local fishermen are used as stevedores, the only exception being winch drivers, hatch tenders, and checkers, who come up from Talara. About five tons an hour can be loaded.
  10. Swell: The anchorage is entirely without protection. During the afternoon the southwesterly winds kick up a short vicious sea which immediately presents a problem with the barges alongside. Extra mooring lines are needed to assist in holding the barges in position during this time.
  11. Pilferage: The stevedores will pilfer anything that is loose.
  12. Pilotage: No pilotage is required.
  13. Shore Leave: All shore leave was prohibited by the Captain of the Port. One of the reasons for this prohibition was that there is no wharf or jetty where the boats can land. Consequently, they have to be beached, which would be awkward for the passengers. A more significant reason was that several other ships were in port and the Port Captain was afraid everybody would get drunk and fight. There appeared to be no local police force. The town has only about three to four hundred people.
- On file in CIA Library is Peruvian HO Chart 57, annotated by source, showing the harbor as it appeared while ship was at anchor.

Paita

14. Lights: Foca Island light is visible on the approach to the harbor for visual bearings until obscured by Paita Point. Foca Island, on which the light is located, shows up very distinctly on the radar scope. The two red lights, located on the end of each of the two piers, are good and in operation.
15. Landmarks: During daylight hours, when visibility is good, the saddle of Paita, dark in color contrast to the light surrounding table-land (see HO Chart #40), stands out conspicuously above the center of Paita itself, when in the anchorage. The Sailing Directions were found accurate and descriptions clear on several additional landmarks which can be used for daylight approach.
16. Chart Error: The coastline in the vicinity of Paita and Paita itself are charted erroneously. Actually, the land is two miles further west than indicated on HO Chart #58. It is recommended that a close comparison with Peruvian Chart #57 be made before approaching Paita.

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25X1A

- 3 -

17. Barges: One 60-ton refrigerated barge "ALICIA", but machinery was out of commission during our stay; one 60-ton barge "SILVA", insulated and using ice for refrigeration; one 60-ton barge "PINTA" with no refrigeration whatsoever, using mattresses and canvas covering over fish to keep temperature down. Fish in this barge showed temperatures as high as 34 degrees.
18. Stevedores: Any number of stevedores are available. The stevedores aim to please, but lack in experience. They averaged approximately five tons per hour.
19. Slings: There is a shortage of slings in this port.
20. Launch Service: This service is available for any scheduled hours.
21. Weather: The anchorage is well-protected; therefore, there were no difficulties or delays during loading operations from the seas.
22. Pilotage: Despite statements in the Sailing Directions, no pilot came out to meet our ship. I do not believe there are any pilots in Paita.
- /On file in CIA Library are HO Chart #40, with annotations by source, and HO Chart #58 showing coastline as corrected by source./

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LIBRARY SUBJECT AND AREA CODES

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756.01	3J	
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